

City of Issaquah
Major Development Review Team (MDRT)
Administrative Site Development Permit

NOTICE OF DECISION

TO: Tom Neubauer
Devco, Inc
375 118th Ave SE, Suite 118
Bellevue, WA 98005

SUBJECT: Administrative Site Development Permit for Block 23, Issaquah Highlands

Number: ASDP11-00006

Decision Date: October 24, 2011

Request: Application for an Administrative Site Development Permit for 50 multi-family housing units on a 2.67 acre site. The site consists of one four-level building containing a combination of stacked flats and carriage units, with individual garages accessed from the back as well as surface parking. Landscaping and a rooftop recreational space are also included.

Location: Block 23, Development Area 4 of Issaquah Highlands, bordered by:
North: Block 20 (Marriott, building permitted but not constructed) and East 42 stair to Parcel 1
West: 10th Ave. NE; High Streets retail (SDP but no building construction)
South: Block 24, Discovery Heights (under construction by the Applicant)
East: East 42 steep slope, Parcels 1/A (preliminary plat under review)

Decision: On October 24, 2011, the MDRT approved the Administrative Site Development Permit application. Approval of this application is based on the June 17, 2011 submittal (and the resubmittals dated September 9, 2011 and October 24, 2011) and is subject to the following conditions:

NOTES

1. If any of the Conditions or portion thereof is declared invalid or unenforceable, the application must be remanded to the Responsible Official for reconsideration and evaluation for consistency and appropriateness of the remaining Conditions.
2. Appeals may be filed by the applicant, the City Responsible Official, property owners within three hundred feet of the proposed action, or other persons claiming to be directly harmed by the proposed action within 14 calendar days after the Responsible Official issues the decision and mails it to the applicant. Appeals shall meet the Criteria identified in Section 8 of Appendix L of the Development Agreement and follow the process identified in that Section.
3. Any major change (as determined by the Responsible Official) to the approved site plan or accompanying submittal information may require a revision to this ASDP or a new ASDP review and decision. Less substantial changes may be approved administratively by the Responsible Official.
4. Building, utility, and sign permits will not be approved unless all applicable Conditions of this Notice of Decision are satisfied to the satisfaction of the Responsible Official.
5. This action does not indicate nor imply that any development activities may occur without the required permits being issued.
6. This ASDP approval expires three years from the Decision Date or as otherwise provided by IMC 18.04.220.

Site

1. The design of some portion of the building and/or site shall facilitate active use for all ages. In the Building or Utility Permit, incorporate elements into an area of the building, such as the common room or terrace, to encourage children's play. These elements shall be both indoors and outdoors, and do not have to be overtly for play but should support, allow, and even encourage play by children.
2. In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements, and minimizes construction impacts to adjacent neighbors.
3. Unless expressly identified, approval of this SDP application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.
4. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Utility, Sign Permits).
5. The project must segregate the steep slope into a critical area tract per Appendix E, prior to approval of any permit for construction.
6. Prior to building permit approval, confirm that the United States Postal Service will allow Block 23's mail kiosk as shown.
7. Provide cross easements with Block 24, Lot 2 (and Block 24, Lot 1 if developed) to allow shared use of parking, waste facilities, indoor and outdoor recreation, management facilities, etc....

Pedestrian

8. Provide a pedestrian connection toward the rear of the site to the trail/stair, north of Block 23. Also blend and respond to the grades of the approved permit for Tract QI, PUB08-008IH.
9. Elements extending into right-of-way shall conform to the requirements of the *Issaquah Highlands Sidewalk Use and Design Standards and Guidelines*, revised in June 2007, and will be reviewed with the Building Permit.

10. All exterior staircases and walkways shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc...; walkways may be 3 ft wide when they serve individual front doors and patios or walkways to no more than two entries. Where narrow planter beds are adjacent to walkways, plants shall be selected whose mature size will not impact the walkway width. There shall be at least two steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width.
11. All vehicular entries to the site must be designed as driveway entrances using standard curb ramps. All grade transition for the driveway entry shall occur in the planter strip area. Driveways are limited to 20 ft with a 2 ft wing on either side.
12. The building and any units with their main entry from the exterior (rather than an interior hallway) must have their main entry from a sidewalk or trail.
13. Weather protection shall be provided at each primary building entry.

Landscape

14. This is a preliminary landscape review. More detailed review will occur with the building or utility permit, and a joint ARC/MDRT landscape review occur. The following are preliminary landscape comments:
 - Landscape for the site must comply with the Traditional Townscape standards, e.g. formality and urban character both in terms of configuration and species, durability, etc...
 - Trees shall be appropriately scaled for the location in which they will be located and the mature size of the tree. Use symbols representing about 85% of the mature plant's size to facilitate review.
 - The eastern wall shall be designed and/or screened to minimize the impact of its height.
 - Generally the evergreen trees should only be used to transition to the eastern wall, as a complement to its landscape character and scale.
 - provide shrubs (evergreen or evergreen/deciduous combination) between trail/stair in Tract QI and the drive surface.
15. Insufficient landscape has been provided internal to the parking lot. With the submittal of the first permit for construction, demonstrate that sufficient landscape can be provided.
16. If the project is built in phases or construction is delayed, the interim landscape placed on either lot shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.

17. At the time of submittal for a Utility Permit for landscaping, the applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.
18. Any trees planted within 8 feet of a public sidewalk, curb, road, alley, woonerf or similar types of paving must have root barrier installed.
19. Compliance with the water conservation standards shall be evaluated as part of the Utility Permit for landscape.

Urban and Building Design

20. Provide a low element, such as a hedge or a wall, behind the sidewalk to offer some privacy to the residents and maintain the streetwall per the Traditional Townscape guidelines.
21. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.

Parking

22. Bike racks shall be distributed throughout the site for use by visitors and residents, and some must be in covered locations, if they can be identified. The bike racks should be positioned to not block sidewalk, walkways, entrances, parallel parking, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are occurring. Some of the 7 required bike parking spaces must be relocated so that they better serve residents, are covered, and so both sides of the racks may be used at the same time or designed so that it is clear to the user that only one bicycle will use a rack at a time. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit. The actual number of bike parking spaces may be adjusted by the final unit count.
23. Adopted standard stall dimensions shall be the maximum; adopted compact stall dimensions shall be the minimum. Stalls smaller than standard stall dimensions, in one or both directions, shall be considered compact stalls.
24. In the parking lots where all standard or a combination of standard and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide.

25. Loading spaces must be restricted to Loading Only between 7 am and 6 pm, seven days a week. Signs must be provided prior to (Temporary) Certificate of Occupancy.
26. The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the building permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
27. Drive aisles, drives and vehicular routes, where cars will not be backing out, will be only 18 ft wide; where all standard or a combination of standard and compact stalls are located, drive aisles will be 24 ft wide; where only compact stalls are located on a drive aisle, it may be reduced to 22 ft, though for design simplicity the drive aisle may be 24 ft wide.
28. Parking stalls which have low landscape or additional hardscape at the head of the stall, may reduce the paved portion of the stall length by 2 ft as long as the car can hang into the landscape or hardscape by 2 ft without impacting pedestrian walkways and their required width, or the proposed landscape. Landscape in appropriate locations may be counted to the 10% landscape requirement.

Critical Areas

29. Comply with the Approval Conditions of the Critical Area Study, SEP11-00002:
 - a. The toe of the slope shall be defined as the point at which the slope remains equal to or in excess of forty (40) percent (minimum of 25-feet behind the face of wall), see Figures 2 and 3 [of the decision]. A 10-foot buffer from the toe of slope and a 15-foot BSBL (occupied structures) shall apply.
 - b. A landscape re-vegetation plan shall be submitted for the slope above the east retaining wall disturbed during construction of Block 23 (no less than 25ft easterly of subject wall). The area shall be replanted with native vegetation including trees, accepted and bonded for maintenance prior to issuing a Certificate of Occupancy for Block 23.
 - c. The applicant shall provide a geotechnical certification that the construction of the wall met the recommendations of the geotechnical report submitted for this Critical Area Study.
 - d. The following shall be completed prior to the issuance of a building permit for structures within the altered steep slopes along the perimeter or within 50 feet of the steep slope:
 - i. The applicant shall establish a mechanism that is acceptable to the Responsible Official which notifies the all future buyers of the lot that the steep slope buffer was reduced and the development has occurred within 50 feet of the steep slope or the steep slope has been eliminated (e.g. notice on title).
 - ii. The applicant shall execute an agreement on a form approved by the City Attorney, which indemnifies and holds the City harmless for development within 50 feet of the steep slope or where the steep slope has been eliminated.

30. Prior to issuance of Utility Permits for areas including or adjacent to critical areas, permanent survey stakes shall be installed in the field that delineate the boundaries of all critical areas.
31. Where critical areas are adjacent to the site, permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent buildings. Signs shall be placed one per 50 feet or as directed by the Responsible Official.
32. During any activities allowed by Utility Permits within 100 feet of a critical area, the applicant shall hire an independent qualified professional acceptable to the Responsible Official, to be on-site to ensure permitted activities do not exceed the limits indicated on these approved plans. Following completion of the approved activities in these areas, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the activity was maintained within approved limits. This affidavit shall be submitted to the MDRT prior to the Certificate of Occupancy of any Building Permits for the area in question.

Roads and Drives

33. Provide smaller radius turns where the entry drives transition to the drive aisles. Use rolled curb and scored or stamped concrete to accommodate fire and garbage truck turning movements. See Attachment 3.
34. The building overhangs, balconies, etc... and the parking lot dimensions must comply with Attachment 2 to ensure Eastside Fire and Rescue have sufficient access to the rear of the building.
35. Vehicular roads/drives within the site shall be limited to 18 ft. unless otherwise approved by the Responsible Official during Utility or Building Permit review. If parallel parking is provided on one side, the roads/drives will be 25 ft curb to curb.
36. All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed.
37. All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side. The applicant shall use truncated domes per WSDOT and ADA guidelines.
38. "No Parking" or "No Parking, Fire Lane" signs, as appropriate, shall be installed during construction.

Utilities

39. Relocate utility vaults shown north and south of the ADA parking stalls, to planter islands away from axial views through and out of the building. Planter islands on either side of ADA parking should each have a tree as well as shrubs and groundcover.
40. Wherever possible, the water mains shall be installed within the curb lines and the dry utilities will be displaced to the sidewalk and planting strip if necessary to achieve placement of the water mains within the curb lines. In no way shall the dry utility location impact or drive building placement on the site. Dry utilities shall be shown on landscape permits and building permits to ensure these utilities are not driving building placement.
41. Any grade changes (slopes, walls, rockeries, etc...) over 2.5 ft in height which have pedestrians within 3 ft require 42 inch fall protection.
42. All dry and wet utility vaults, meters, equipment, and appurtenances are assumed to be shown on the ASDP submittal. Anything not shown on the ASDP submittal is assumed to be located within the structure. Any revisions or additions to what the ASDP has shown and approved outside of the structure requires a modification to the ASDP, except fire hydrants.
43. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... should take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
44. Exterior lighting shall be reviewed with the utility and/or building permit. A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures. The lighting plan shall comprehensively address building, street, trail, roof, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a point-by-point photometric calculation showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.
45. All existing unused water stubs shall be removed at the main.

Miscellaneous

46. The applicant shall work with the City's waste removal company to ensure that the project can be reasonably served. Waste collection is preliminarily approved based on the assumptions given in "Reasons for the Decision" and:
 - a. An easement allowing the cart and facilities in Block 24 to be shared with Block 23 shall be recorded prior to (Temporary) Certificate of Occupancy.
 - b. Roll-out containers may be no larger than 4 cu.yd.
 - c. Design of the enclosures for roll out containers will have slopes no greater than 3% both inside and in front of the enclosures where the containers will be dumped.
 - d. The waste collection room will be sized consistent with the City's solid Waste Collection Space Standards and Guidelines or as approved by the Responsible Official.
 - e. The waste collection room will have an interior door for residents. An exterior door shall also be provided and it will be locked and accessed by a keypad or the purveyor's lock, for use by the site manager and the City's waste purveyor. Additional enclosure requirements will be reviewed with construction permits.
47. A two-foot maintenance and repair easement shall be granted prior to Certificate of Occupancy. However, where and if a building or wall is located at the back of sidewalk, the easement is not necessary.
48. All mechanical equipment, utilities, appurtenances, etc... shall be screened. Equipment, above-ground utilities, appurtenances, etc... shall be located away from pedestrian areas, with at least enough distance to allow landscape screening. Equipment located on rooftops including HVAC and mechanical equipment shall be fully screened from view both above and below.
49. Signs will require a separate permit.
50. The applicant shall consider applying techniques identified in the current Issaquah Highlands green building program, or even attaining green building LEED certification.
51. The following Eastside Fire and Rescue conditions are provide as information only as they will be addressed with future permits:
 - a. Standpipes shall be installed per current editions of the IFC and NFPA 14 requirements.
 - b. A monitored fire alarm system shall be installed per NFPA, Washington State Accessibility Code and Eastside Fire & Rescue requirements. Submit for a Fire permit.
 - c. Structure shall have a fire sprinkler system installed per NFPA and

Eastside Fire & Rescue requirements. Submit for Fire permit.

d. Provide FD exact square footage of the building and construction type so fire flow requirements can be calculated.

Reasons for Decision:

1. The purpose of the ASDP process is to ensure that proposed projects are:
 - consistent with Issaquah Highlands and City policies and regulations;
 - designed to harmonize with the neighborhood types;
 - designed with consideration of the site attributes (topography, wetlands, waterways, and views);
 - designed for the efficient and effective layout of the infrastructure; and
 - designed to achieve, protect, and enhance the character of Issaquah Highlands.Finally, the planning level review of the ASDP allows an applicant to obtain a land use decision prior to preparing detailed construction plans. As such, the plans are intentionally conceptual in nature and will likely receive further refinement and development during development of construction plans. Additional permits will be required for signs, buildings, and on-site improvements and utilities.
2. The proposal for 50 dwelling units is located in Block 23 which contains 2.67 acres. The allowed density is 5-80 du/ac and the proposed density is 19 du/ac. The use is also within the allowed range of residential, retail, recreation, and commercial.
3. The proposal has been reviewed for its consistency with Issaquah Highlands' development standards. With incorporation of the conditions, the application is generally consistent with these standards including uses (Appendix B), stormwater (Appendix D), critical areas (Appendix E), roads (Appendix H), heights and setbacks (Appendix N), parking (Appendix O), landscape (Appendix P), and urban design guidelines (Appendix S).
4. The proposal has also been reviewed for its consistency with previous land use permits. This block was included as part of the original land identified for the Grand Ridge/Issaquah Highlands Development in 1996. At the time that the Development Agreement was approved, Development Area 4 was divided into parcels generally 20 acres in size. In January 2002, a Site Development Permit for Microsoft's Issaquah Highlands' campus was approved (SDP01-001IH). The campus encompassed 150 acres including the land in this block. In 2004, Microsoft chose to not exercise its option on this property, thereby releasing this property for other uses. PP05-003IH, known as the East 42 plat, was approved in December 2005, and along with the final plat, FP06-002IH, created this block. A Site Development Permit for most of the East 42 plat area, known as High Streets, was approved in 2007 (SDP07-001IH); that permit was for the blocks west of Block 23. In association with this ASDP, the applicant submitted a Critical Area Study to modify the steep slope on the eastern portion of the block, SEP11-00002. It was approved and its conditions are included here for implementation. A permit has been approved for a trail/stair in Tract QI, to the north of Block 23 (PUB08-008IH). Either as shown in the proposal, discussed below, or addressed through conditions, the application is consistent with these previous land use actions.

5. When an ASDP is submitted, the entire development of the property must be shown, even if it will be built in phases. A project built in phases allows areas to be used for parking and other construction or temporary needs as well as timing construction to respond to the market. However, the City of Issaquah code requires that following grading, landscape must be installed no longer than 3 years after the grading occurs; a bond will be collected with the permit to ensure this landscaping occurs. Additional conditions may be necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided for each phase, e.g. landscape, parking, recreation, etc.... Finally, during the time that a site is undeveloped, installed landscape and its maintenance need to ensure that invasive plants do not become established.
6. Setbacks are established in Appendix N, and are based on Development Area and land use. No setbacks are required as there are no single family detached homes adjacent to this property.
7. Appendix O of the Development Agreement establishes parking quantity and dimensional requirements as well as parking for bicycles, loading, etc.... The original Appendix did not apply to Development Area 4 or the Expansion Areas. AM01-013IH modified Appendix O to expand its applicability to include these areas. The applicant has requested and received a modification for Block 24, Lot 2, approved in AM09-002IH, reducing parking rates for two or more bedroom units to 1.75 stalls per unit. The following table summarizes the required parking for the Block 23 proposal per the Development Agreement, Appendix O:

Use	Required Parking
9 1-bedroom units x 1.25 parking spaces/unit	11.25
41 2+-bedroom units x 1.75 parking spaces/unit	71.75
Total Required Parking Spaces	83.0

Location	Provided Parking
On Site:	
Individual garages (including 1 ADA)	25
Parallel stalls	2
<u>Surface Parking (including ADA)</u>	<u>39</u>
Total On-Site parking spaces	66
Parking Credits	
10th Ave. NE (currently under construction)	12
Total Parking provided	78

While the proposal is 5 parking stalls short, the applicant has provided a parking study showing that the project qualifies for shared parking per Appendix O, Section 4.6. Shared parking easements are necessary to ensure that the parking functions consistent with the assumptions of the study. Parking stall dimensions have been confirmed except for the individual garages and will be also be reviewed with construction permits.

Additional parking requirements:

On street parking: up to 25% of required parking may be a parking credit on adjacent streets. The 12 proposed parking spaces are significantly less than the allowed credit.

Loading: Two required loading spaces. Two are shown in the permit, on-street.

Bikes: The plan indicates there are 5 bike racks, each accommodating two bicycles; these are located in the right-of-way. For every 12 required car parking spaces, there must be 1 bike

parking space. The resultant 7 bike parking spaces should be located to serve the residents and their visitors. Currently the location in the right-of-way serves visitors but doesn't serve residents; also none of the bike parking is covered. Placement of the bike racks shouldn't impinge on adjacent uses such as walkways, entrances, parallel parking, etc... when the racks are fully used. Bike racks should also be located to encourage their use; thus covered bicycle parking as well as racks placed in useful locations are necessary. Currently the 5 bike racks shown, if double loaded, could interfere with the opening and closing doors of vehicles using the adjacent parallel parking. Either the racks need to be used by only one bike, which is placed on the sidewalk side, or relocated. It also necessary to locate bicycle parking so that it is more suitable for residents as not all residents will have individual garages.

Compact: 35 stalls are designed as compact, which is less than the 50% allowed.

ADA: the building department will need to determine if the proposal is appropriate based on the IBC and ADA requirements.

8. Right-of-way (ROW) Use Ordinance allows elements to intrude into the right-of-way when they improve the pedestrian environment. It appears there are two elements that intrude into the ROW: weather protection at the main entry and bike racks. Additional review and actions will be necessary with future permits and to comply with the standards and guidelines of the ROW Use Ordinance.
9. Parking lot standards require drive aisles of a certain width to ensure cars have sufficient distance to back out of parking stalls. Where cars are not backing out, but using the drive aisle solely as a travel lane, the paved width shall meet minimum travel lane dimensions. The minimum travel lane width, for two-way traffic, is 18 ft. Appendix O also specifies parking stall dimensions. Reducing paved areas while maintaining functionality is consistent with Appendix A principles, e.g. # 9: "adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving." Thus parking stalls sizes are also kept to the specified stall sizes.
10. The vehicular circulation provided north and south of the building are considered drives and not roads as pedestrians have a primary entry from the 10th Ave/west side of the block. The walkways provide are useful to create safe walking routes from the rear parking to the front sidewalk though there is also a rear pedestrian entry from the parking lot. The drives are 18 ft wide which is appropriate. One of the drives is designed like a street with parallel parking, landscape, and sidewalk, while the other drive has the walkway behind the curb. While this configuration isn't ideal, as a non-regulated walkway which is covered by guidelines and best practices, it is acceptable.
11. Issaquah Highlands is a pedestrian friendly and pedestrian oriented community where pedestrians receive higher priority than vehicles. Where cars and pedestrians cross paths, such as at vehicular drives, the design of these junctures must convey pedestrians' priority and minimizing the impacts to pedestrians. This plan achieves this by designing the vehicular routes into the block as drives rather than roads. Finally curb ramps should where possible be in line with the pedestrian route.
12. Another element in a pedestrian friendly or oriented community is visual interest. Blank walls create a dull pedestrian environment, discouraging pedestrian activity. Thus avoiding

unrelieved expanses of wall is necessary. Also Appendix S states: "To avoid a repetitive streetscape, building facades that are visible from public spaces should include features that provide differentiation such as varied types and colors of materials and architectural embellishments and treatments to minimize blank walls and reduce bulk and massing."

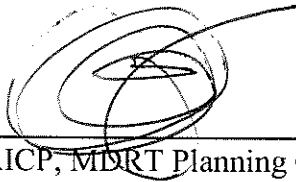
13. Weather protection is shown at each entry which is consistent with Appendix S. Awnings, canopies, or a similar element must be provided at each pedestrian entry and be at least 8 ft above the walkway.
14. The proposal is consistent with many of the relevant Urban Design Guidelines generally, Traditional Townscape, and Multi-family Overlay: driveways and curb cuts are kept to a minimum; the breezeway through the building provides a through-block pedestrian access to parking; landscape will enhance the pedestrian experience along the street; permanent surface parking areas are located behind the building; contiguous pedestrian routes; on-street parking is used; there are no street facing garages. There are a few aspects of the proposal that are not entirely consistent with the UDG. These are addressed elsewhere in the conditions and Reasons for Decision.
15. In a Traditional Townscape neighborhood, "when parking area vehicle entrances or exists interrupt the street-level frontage, they should be ... treated architecturally" In general the buildings have been placed so close to the drives, and the parking is not visible, that additional treatment is unnecessary.
16. There are a few aspects of the proposal that are not entirely consistent with the UDG: In the Multi-Family Overlay, the guidelines state: "residents should have both private and public outdoor space." This means the applicant should (and does) provide balconies or private outdoor space for most units. In the additional information submitted, the letter states that "each unit has a balcony". Furthermore, in this overlay, the roof deck should "accommodate a variety of activities for differing age groups." Currently the design of the common area accommodates adults but doesn't clearly address the needs of children, though the additional information says it will. While Block 23 will have access to the play areas in the adjacent Devco blocks (Block 24, Lots 1&2), this outdoor area should be designed to accommodate children's play needs as well since this is the only on-site area. This could be improvements which encourage and/or accommodate child's play. It will also be necessary to provide cross easements with the blocks that provide shared recreation, including indoor and outdoor facilities.
17. In a Traditional Townscape neighborhood, buildings are set quite close to the street, with no or minimal front setbacks. In their additional information, the applicant has indicated that there will be a 4 ft setback between the sidewalk and building. While this makes sense for the residents, it doesn't entirely meet the intent of the guidelines. Per the guidelines "Elements such as low walls, fences, screens, or hedges to delineate private outdoor spaces." To that end, some low element should be provided behind the sidewalk, to define that entire street edge and provide some privacy to the residences.
18. In the Urban Design Guidelines, it states: "where streets do not provide a continuous pedestrian route, trails may provide the pedestrian connection." North of Block 23 there will

be trail/stair connecting 10th Ave to Parcel 1. Pedestrians can connect to it from the 10th Ave sidewalk, but there should also be a connection toward the back of the building so that pedestrians can easily access this facility. Furthermore, since the stair is already permitted, the grading and design of Block 23 must take it into account. As of now the grades may not match. Lastly, as there is minimal separation between the Tract QI trail/stair and the entry drive, landscape should provide the trail user with a sense of separation and safety. Currently, only groundcovers are proposed for a significant portion of the landscape area. Shrubs (evergreen or evergreen/deciduous combination, so there is a presence even in winter) should be provided to improve the pedestrian environment.

19. An additional element of a pedestrian friendly and oriented community is giving circulation priority to pedestrian scale proximities, activities, and orientation. A key element of this is placing building entrances for pedestrians in convenient locations, directly from pedestrian facilities such as sidewalks and trails, and making clearly identifiable building entries.
20. The landscape is regulated by both Appendix P and the Urban Design Guidelines. Primarily this permit is effected by the parking lot landscape requirements. (No buffer is required as adjacent land uses are similar.) Sheet L100 indicates that the parking lot contains 13,525 sq.ft. of parking lot, thus requiring 1,353 sq.ft. of landscape. The plans show 1,473 sq.ft. of landscape; however, landscape areas K, M, Z are all or partial exempt from meeting this requirement as they are not "internal" to the parking lot. Furthermore, other sheets show utilities placed in landscape beds F and G, which do not appear to be deducted. Additional, appropriate landscape must be provided; this will be confirmed at building or utility permit. As 39 surface parking spaces are provided, 7 parking lot trees are required and 10 are provided. However, some of the planting beds have two trees and other trees are co-located with utilities that may preclude them. It may be necessary to reduce trees when the landscape construction plans are submitted.
21. The Urban Design Guidelines discourage the "use of large, overbearing evergreen trees" and, will block sight lines for user and driver safety; the guidelines anticipate shade trees, moderately formal landscape character, and lawn or other interactive landscape elements.
22. A Traditional Townscape landscape is generally formal which portions of the proposed landscape plan are not. Some of the selected plants have an informal character. (This is the challenge when designing both a Traditional Townscape neighborhood and sustainable landscape which tends to emphasize native plants.) Landscape screening is only expected between incompatible uses and no buffers are necessary between any uses in Development Area 4 thus the landscape between properties should provide a transition between them and tie them together as the preliminary landscape appears to do.
23. Appendix E, Critical Areas, has many specific requirements which are noted in the conditions, e.g. permanent survey markers, signs along buffers. Certification of boundaries following construction ensures that the critical area boundaries are respected during construction. Appendix E requires that critical areas are put in separate tracts and are dedicated to the City or another entity. A short plat, lot line adjustment, or other action is required to implement this requirement.

24. An external mail kiosk is shown. The United States Postal Service must have the opportunity to review the placement to ensure that if it must be relocated it can gracefully incorporated into the site plan, early in the process.
25. Driveway widths are one factor in driving speeds. The driveway should be as narrow as possible to function while promoting low travel speeds as encouraged by Appendix A. A narrow driveway such as the 18 ft. shown, creates a safer environment for pedestrians. Thus the corner radii of the entry drives to the drive aisle should be tight to slow everyday traffic. By providing rolled curb with concrete, larger vehicles that cannot negotiate the tight corners can use the rolled curb to "cheat" into the area behind the curb, while discouraging private vehicles from doing so.
26. The right-of-way, as a publicly owned and maintained facility, must meet certain minimum design requirements to ensure that the construction is durable. Thus extruded curbs are not allowed and root barrier must be installed adjacent to it.
27. Identifying wet and dry utility vaults, meters, equipment, and appurtenances now is just as critical as identifying buildings, landscape, pedestrian facilities, roads, and other elements as last minute additions or modifications can have significant site-wide implications. Changes to buildings, landscape, pedestrian facilities, and roads likewise require permit modification.
28. Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall project character and objectives. Screening and location can reduce the impact of these necessary elements, including on rooftops especially when uses will look down on them.
29. At Issaquah Highlands sidewalks are 5 ft wide. Generally then walkways throughout the development must meet this minimum width. Though the proposed sidewalks appear to be wide enough, car overhangs, handrails, landscape can reduce the available width if not properly designed. At utility or building permit, staff will confirm that a minimum of 5 ft. of walkway width will be provided. Walkways narrower than 5 ft. do not accommodate two people walking side by side, therefore the use of narrow walkways must be carefully selected based on the walkways likely use. The use of two steps together, improves people's ability to notice the steps and thus prevent tripping. Consistent with sidewalks, the walkways must be constructed in concrete.
30. No lighting information was provided. Lighting review will occur with the building permit review. Appendix A's goals envision that this will be a sustainable community both in design and construction. A key aspect of achieving sustainability is lighting efficiency through the placement, design, and amount of light within the plat.
31. Another way of creating a sustainable community is through building and site design. The master developer and City are working together to ensure that the community works toward this goal.
32. Based on the number of floors in the building, its height is less than the 85 feet allowed. This will be confirmed with the building permit.

33. There is a condition on the preliminary plat requiring a pedestrian bridge between the East 42 and West 45 areas. The bridge has been permitted and is anticipated to be installed and open by the end of the year.
34. Copies of the submittal were distributed to City departments. Comments were received from Eastside Fire and Rescue (EF&R) and Public Works Operations (PWO); these were incorporated into the approval conditions as appropriate. No comments were received from the Building, Planning, and Police Departments. Specifically EF&R and PWO condition were informational with the intent of preparing the applicant for future permit submittals.
35. In preliminary review of the waste collection system, here are some of the assumptions and features of this design
- assuming three waste chutes from the upper floors
 - the project assumes that each of the 3 waste streams will be collected on this site and taken to Block 24, Lot 2's compactors for pick up from there. This necessitates cross easements; however, the project will also be designed so the waste can be collected from this waste room and not transported to a centralized location in case the property is sold.
 - no exterior access is shown; waste will not be rolled through the building.
 - the applicant assumes a cart or unit to pull the containers out. This will be provided with Block 24, Lot 2.
36. Public notice was distributed as required. No comments were received.
37. No information on signage was provided and separate permits for signs are required.
38. The proposal is within the Project Envelope for Issaquah Highlands and so no further SEPA review is required per Appendix I.



Lucy Sloman, AICP, MDRT Planning Consultant

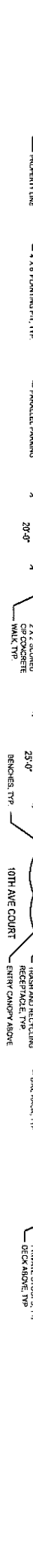
October 24 2011
Date

Attachment List:

1. Site plan, Sept 9, 2011, Sht. L1.01
2. Rear drive aisle dimensions and clear zone
3. Entry drives/drive aisle radii

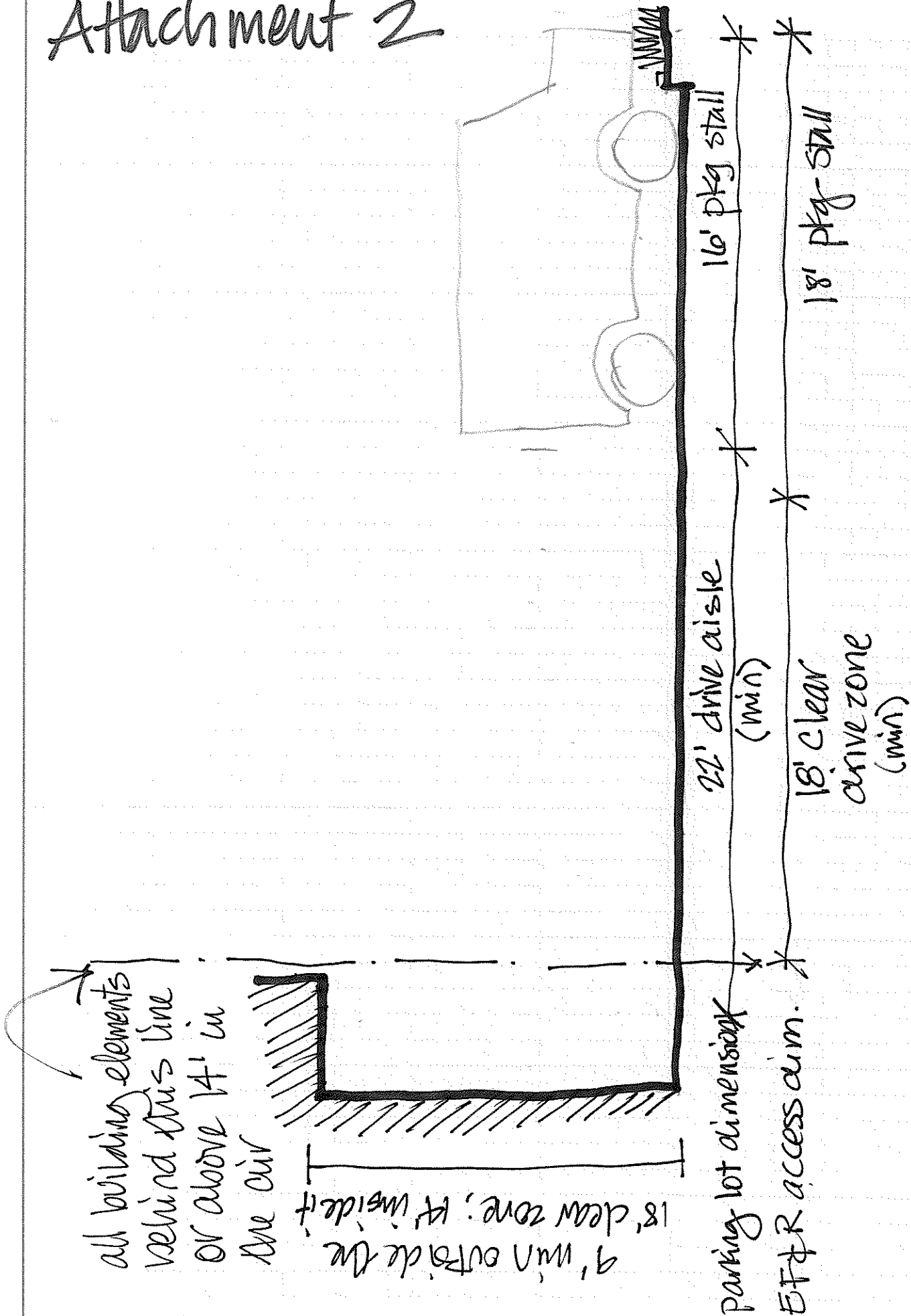
cc: Keith Niven, MDRT Program Manager
Erin Jensen, TCARC

email



PLAN

Attachment 2



Attachment 3

